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Hongkong, 29th April, 1908. [263]

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Hongkong, 26th October, 1906. [1272]

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Hongkong 14th June 1911 [223]

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1912-NOW READY-1912

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Hongkong, 4th January, 1912. [157]

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Hongkong, 1st September, 1910. [239]

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[1385]

NOTICE.

ROYAL GEORGE HOTEL.

MR. H. BUTTONEE begs to inform the Public that no increase wherever is made upon the rates advertised for accommodation at the ROYAL GEORGE HOTEL, Kowloon. He is obliged to make this announcement as his ability to cater at such low prices has been questioned. For public information he begs to state that he is enabled to do so as he is a direct importer of Wines and Provisions, owner of the Hotel property, and has the services of a Manager of nine years' experience in the Palace Hotel, Shanghai. Nothing more need be said.

H. BUTTONEE, Proprietor.

M. J. NATHAN, Manager.

Kowloon, 8th February, 1912. [1352]

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Hongkong, 31st July, 1907. [1277]

HONGKONG AMATEUR DRAMATIC CLUB.

SUCCESSFUL PRODUCTION OF "THE GONDOLIERS."

Some few months ago the Colony was perturbed by the announcement that the fate of the Amateur Dramatic Club actually hung in the balance, that it was a serious question whether it should or should not continue to exist, but, happily, it was decided that the public appreciation of the Club and its performances warranted its existence, and the wisdom of that decision will doubtless be endorsed by all who see the production of "The Gondoliers." At the outset it should be stated that the production is worthy of the A.D.C. It maintains the standard so long set and so admirably sustained by our Hongkong amateurs, whose performances at times would not have been creditable to professional artists, and last night's performance was as brilliant as any under the same auspices. Nervousness might have been expected in some instances, but none was shown, and every artist acquitted himself and herself on the stage as to the manner born.

"The Gondoliers," as is well known, is one of Gilbert and Sullivan's brightest operas. It perhaps represents rather an ambitious undertaking for amateurs, and especially amateurs so far removed from professional assistance, but the selection is justified already on the opening performance. It went very smoothly indeed, and the audience being sympathetic and indulgent, as they should be when witnessing such productions, found interest and pleasure in the efforts of those on the stage. The choral work, with few exceptions, was admirably carried out, and the solo and other parts were well undertaken by the various individuals to whom they were entrusted.

When the curtain rose in the Theatre Royal last night the large gathering was delighted with the beautiful scene which met their gaze, and the pleasant impressions thus created were deepened with the fine rendering of the opening chorus. Then the audience settled down to enjoy the production, and those who were not under the influence of the Lang Holloway combination could not fail to appreciate the work of the amateurs.

Having said that the general effect of the production was good, this notice would be incomplete were not some reference made to the principals. Messrs. G. P. Lammer and Bertram Webb as Marco Palmieri and Giuseppe Palmieri, respectively, the two handsome gondoliers, who appear amidst a bevy of beautiful maidens twining roses from whom they are going to choose their brides, certainly carry off the honours. They acted their parts with a naturalness and unaffectedness which were in the highest degree artistic, and their vocal work was not less successful than the strictly histrionic. They were supported in their roles by Mrs. Hunter as Giannetta and Miss Hilda Gordon as Tessa, the former being particularly vivacious and vigorous, and the latter using her fine voice to perfection in the several quartettes, duets, and solos which fell to her lot. As the Grand Inquisitor Mr. M. D. Silas was well suited, and the greater credit attaches to his performance in that he stepped into the breach at very short notice, having only had four rehearsals of his important part. Cassilda was sweetly portrayed by Mrs. Schofield, who with her husband, Dr. Schofield (Luiz) sang several pretty duets and had to respond to encores. The other parts were in capable hands. A pretty feature of the production was the dancing in which a number of young ladies take part, the principals being Misses Main, Robson and Chunyut. The scenery was very effective, and the costumes were very dainty. Mr. Denman Fuller is to be congratulated on having the forces so well in hand, and his special orchestration of the piece was highly appreciated by the music loving.

The cast is as follows:—

The Duke of Plaza-Toro	A Grande of Spain	Mrs. F. J. HUNTER, A.O.D.
Luiz	His Attendant	Staff-Surg. A. SCHOFIELD, R.N.
Don Al-hambra del Bolero	The Grand Inquisitor	Mr. M. D. SILAS.
Marco Palmieri		Mr. Geo. P. LAMMERT.
Giuseppe Palmieri		Mr. BERTRAM WEBB.
Antonio	Venetian Gondoliers	Mr. A. L. SHIELDS.
Francesco		Mr. R. H. WHITMORE.
Annibale		Mr. PARKER, R.N.
The Duchess of Plaza-Toro		Miss E. BENBOW ROWE.
Cassilda	Her Daughter	Mrs. A. SCHOFIELD.
Giannetta		Mrs. F. J. HUNTER.
Tessa		Miss HILDA GORDON.
Fiametta	Contadine	Mrs. J. W. Kew.
Vittoria		Mrs. G. L. PLATT.
Inez	The King's Foster Mother	Mrs. T. L. PERKINS.

Gondoliers, Men-at-Arms, Contadine, etc., etc.:—Messdames Hollingsworth, Robertson, Jones, Quinn, Head, Young, Fellow, Weston, Kew, Platt; Misses Main, Boanas, Chunyut, Robson, Make, Benbow, Schmidt; Messrs. Biden, Parker, Darby, Wood, McNulty, Chapman, Platt, Bullock, Emmett, Hollingsworth, Raymond, Souter, Grey, Shields, Whitmore, Lake.

The Orchestra was composed of:—
First Violins: Mr. T. G. Flynn, Lance Corporal Spieglehalter.
Second Violins: Mr. F. C. Barlow, Q.M. Sergt. Jenkins, R.E.
Celli: Mr. G. S. Archbutt, Bandsman Cranleigh.
Double Bass: Bugle Major Johnson.
Flute: Mr. J. D. Osmond.
Oboe: Mr. W. Anderson.
Clarinet: Band Sergt. Ware.
Cornets: Trumpet Major Elliott, R.G.A., Bandsman Kelly.
Trombone: Corporal George.
Tympani, Side Drum, etc.: Lance Corporal Irvine.
Piano: Mrs. Adams.

Apart from those on the stage, special mention should be made of the work of Mr. John Robertson, who not only designed the scenery and the effects, but was responsible for the production. The other officials were:—Hon. Secretary, Mr. W. G. Worcester; Hon. Treasurer, Mr. C. T. Beath; and Business Manager, Mr. A. Chapman; while the Committee consisted of Messrs. G. A. Caldwell, A. Chapman, R. Sutherland, H. W. Bird, C. T. Beath, W. G. Worcester, J. Robertson, H. W. Looker and G. P. Lammer.

COMPANY MEETING.

THE JOERANGIE RUBBER COMPANY, LIMITED.

An extraordinary general meeting of this Company was held yesterday at the offices of the Company. Mr. A. Denison presided, and there were also present: Mr. C. D. Wilkinson and Mr. W. G. Humphreys (Directors), Mr. M. W. Slade, K.C., Mr. G. Wilks, Mr. H. J. Gedde, Mr. Evan Ormiston, Mr. P. Loureiro, Mr. J. W. Taylor and Mr. E. A. M. Williams (Secretary).

The CHAIRMAN said:—Gentlemen,—It may appear to some of you rather strange that you should now be asked to consider practically the same resolution as that which was brought forward for your consideration not many weeks ago, and will remember that, on that occasion, the Chairman of the meeting stated that little or nothing was then known of the Company (named at the time the Rubber Investment Trust) by which the offer under consideration was made, but information concerning the Company would doubtless be received in course of time, and when received it might cause the members to alter the views they then held. Such information has now been received, and we are told by our Visiting Agents in Sumatra that the Rubber Investment Trust (the proper name of which is the Rubber Plantations Investment Trust, Limited) is a Company well known in Sumatra, where it has been instrumental in furthering the prosperity and interests of other Companies; and we gather that the view is held in Sumatra that the Company is likely to be of equal use to us as would have been the U.L.P.C. had the scheme propounded by the directors of the latter Company been carried out. We further ascertained that the raising of more capital within a short time hence was absolutely essential for the purpose of properly developing our property, and was particularly needed if we desired to continue the cultivation of tobacco, an undertaking which is much favoured by our visiting agents, and Sumatra shareholders, by whom it is considered likely to be most profitable. You will also remember that another offer, somewhat similar to that of the U.L.P.C. and to the one we have now to decide upon, was telegraphed out to us—an offer by the Rubber Estates Agency. From the fact of these two offers having been made within a few days after the U.L.P.C. meeting, we, not unnaturally, thought it very possible that other, and for us, more advantageous offers would be received very shortly afterwards. No such other offers have, however, been forthcoming, and it was therefore incumbent upon your directors, after receiving the information concerning the R.P.I.T. which they did receive, to reconsider the offer of that Company, which had not been definitely rejected. Especially was this so having regard to the fact that, if the offer were not accepted, it appeared to be necessary, without delay, to take steps to raise capital in other ways—first by making an immediate call in respect of the balance of 2s. 6d. per share payable by the ordinary shareholders. The matter was therefore carefully deliberated over, with the result that we came to the conclusion that we could not do better in the interests of the shareholders than accept the offer of the R.P.I.T., and accordingly, a telegram was sent to Mr. Gray to the effect that the directors approved of such offer, and were shortly calling the meeting which is now being held. From the reports which have been made on our property there can be no doubt that it is exceedingly valuable. The whole of it was stated by the U.L.P.C. expert, appointed to examine it, to be suitable for rubber and at least two-thirds of it suitable for tobacco; which necessarily means that two-thirds of the estate consists of especially excellent soil. In all probability, therefore, it would now be valued at a much larger sum than that at which it was valued by the U.L.P.C. expert, and which valuation, and whose report, induced the directors of the U.L.P.C. to make the tentative offer to us which they did make, and to strongly recommend the scheme propounded to the shareholders of that Company. Consequently the R.P.I.T. will unquestionably be doing exceedingly well for itself by our acceptance of its offer, and it may be said that we are proportionately sacrificing ourselves. But it cannot be supposed that the R.P.I.T. would have made the

offer at all, unless its directors considered the proposition to be an excellent one for that Company; and, after all, we benefit to a much greater extent than if we paid up the balance due in respect of our shares, and raised more capital by the issue of new shares to strangers outside the Company. Moreover, we shall be able to rest content hereafter with the knowledge that our property is well looked after by those eminently capable of managing it, and that it is not likely to suffer for want of the capital required to make the Company a good dividend paying concern within a short space of time. With these remarks, gentlemen, I beg to move the following resolution:

"That the directors be authorised to conclude a contract with the Rubber Plantations Investment Trust, Limited, for the sale of the property and assets of the Company to a new Company to be formed and registered in London by or under the auspices of the Rubber Plantations Investment Trust Limited, upon the same terms (modified or otherwise as regards the existing options) as by the resolution of the Company passed on the 22nd November last, and confirmed on the 9th December last, it was resolved to sell the said property and assets to a new Company to be formed by or under the auspices of the United Lankat Plantations Company, Limited (the name of the Rubber Plantations Investment Trust, Limited, being substituted for that of the United Lankat Plantations Company, Limited, in such terms); with the addition thereto that options on 6,000 shares in the new Company to be formed be given or in lieu thereof the 1,000 fully paid up shares in such new Company be issued to the Rubber Plantations Investment Trust, Limited, or its nominees; and upon such other terms as the directors shall deem expedient."

Mr. EVAN ORMISTON, in seconding, quoted from the report of the proceedings at the meeting of U.L.P.C. shareholders when the scheme was considered in order to show that the directors of one of the most solid and influential companies were very strongly of opinion that it would be highly advantageous to their own Company to do that which the Rubber Plantations Investment Company now offered to do. The scheme was abandoned by the U.L.P.C. at the request of the Dutch shareholders, who were averse to the Company spending £40,000 of its funds in the manner proposed. Mr. Ormiston said he was of opinion that it would be to the Company's interests to accept the offer.

Mr. M. SLADE, K.C., said he was not opposing the proposition as recommended by the directors, although he could not say that he entirely approved of it. He thought he was voicing the opinions of a number of shareholders when he said that had their directors been a little more astute in the negotiations, or their agent, Mr. Gray, not been hampered in his bargainings by the fact that he was a director in the Rubber Trust, the Company which was going to have the great advantage, they would have been able to get a much better bargain. The price they were going to pay, was, in his opinion, considerably too high; but they would nevertheless obtain a great advantage. Therefore he thought that the shareholders would do well to ratify the decision of the directors. Mr. Slade discussed the option of shares at considerable length and proposed the following amendment to the resolution put by the Chairman:—

That the directors be at liberty, and they are hereby authorised, to enter into an agreement (by their duly constituted attorney) for the sale and disposition of the undertaking and assets of the Company to a new Company to be formed in London by, or under the auspices of, the Rubber Plantations Investment Trust, Limited, upon the following terms:—

- 1.—That the capital of the new Company be £150,000.
- 2.—That the shareholders in this Company receive a fully paid-up £1 share in the new Company for each share 17s. 6d. paid-up in this Company.
- 3.—That the holders of the 3,700 fully paid-up shares in this Company receive a similar number of fully paid-up £1 shares in the new Company.
- 4.—That the holders of the existing options on 9,000 shares in this Company be granted similar rights in respect of 8,000 shares in the new Company.
- 5.—That 6,000 fully paid-up £1 shares in the new Company be issued to the Rubber Plantations Investment Trust, Limited, or its nominee, in consideration whereof the said Rubber Plantations Investment Trust, Limited, will pay all legal and other expenses in connection with the promotion and flotation of the new Company, and the transfer thereto of the undertaking and assets of this Company.
- 6.—That the said Rubber Plantations Investment Trust, Limited, will take up and pay, or procure subscriptions for, 40,000 shares of £1 each in the new Company, so as to provide at least £40,000 additional working capital for the new Company.
- 7.—Such other terms, whether in addition to or in substitution for the foregoing, not being inconsistent with, or less advantageous to, the Company than the foregoing, as the Directors or their duly constituted attorney, in their or his discretion shall think fit.

The amendment was carried unanimously.

SHANGHAI'S CORONATION CELEBRATION FUND.

A statement of Receipts and Expenditure of the "Coronation Celebration Fund" at Shanghai has been published showing a balance on hand of Tls. 3,399.81. Subscribers of over Tls. 100 (or its equivalent in dollars) who had been promised a refund, pro rata, of any surplus available, have now generously consented to allow the balance to be given to local charity. The Finance Committee, therefore, with their permission, have divided up the surplus amongst various Institutions. The money which has been given out of the surplus Coronation Fund towards private nursing is to be used to assist in the organization of certified private nurses in Shanghai by a system of registration and other aids to employment. It is hoped that permission will be obtained to call the Association by Queen Mary's name as indicating its present origin.

"MY REMINISCENCES."

[By SUN YAT SEN.]

(Continued from yesterday.)

I could tell many stories connected with the rewards placed upon my head. All men were not, I am sorry to say, like this one. Some really would have wished to earn the reward if they could—but my friends saved me. Once I was kept in one house six weeks without stirring from my room. At another time I was living with a fisherman in a small cabin on the outskirts of Canton, when I was told that two soldiers had been ordered to take their place in a little grove near by and shoot me on sight. I was made aware of the danger and kept in the house for two days. Then I was told that the two soldiers themselves had been shot.

But in a way my most extraordinary experience was in Canton, when two young officials came themselves to capture me. I was in my room at night and in my shirt-sleeves, reading and looking over my papers. The two men opened the door. They had a dozen soldiers outside. When I saw them I calmly took up one of the sacred books and began to read aloud. They listened for a time, and after a while one of them spoke, and asked a question. I answered it, and they asked others. Then ensued a long argument, and I stated my case and the case of the thousands who thought as I did at full length as well as I could. At the end of two hours the two men went away, and I heard them saying in the street, "That is not the man we want. He is a good man, and spends his life healing the sick."

I estimate that the rewards upon my head once amounted altogether to not less than seven hundred thousand taels (one hundred thousand pounds sterling). In these circumstances, I have been asked why I have gone about in London so freely and taken so few precautions. My answer is that my life now is of little consequence, for there are plenty to take my place. Ten years ago, if I had been assassinated or carried back to China for execution, the cause would have suffered. Now the organization I have spent so many years in bringing about is complete.

At the close of the Boxer rebellion I returned to America. There was one thing I wanted more than troops and arms—without which I saw I could have neither, and that was money. Not the money in quantities I had been receiving—here and there—but at least half a million sterling. Anything less than this would be failure. Now began a new rôle for me—a canvasser for political funds.

In this capacity I travelled in every city in America, and I visited all the leading bankers in Europe. Embassies sent by me penetrated into all quarters. Some proved faithless. But I prefer not to speak of these—although one man is now universally denounced as a traitor to the cause for having appropriated a huge sum of money entrusted to his care. He will meet with his due reward.

All over the world, and particularly in America, the legend has grown up that Chinamen are selfish and mercenary. There never was a greater libel on a people. Many have given me their whole fortune. One Philadelphia laundryman called at my hotel after a meeting, and, thrusting a linen bag upon me, went away without a word. It contained his entire savings for twenty years.

Meanwhile I kept my eyes on China and the events happening there. After the death of the Empress Dowager I realized that Pao was playing into the hands of Yuan Shih Kai, who would be for a time the arbiter of the country's destiny. But I also knew that he could do nothing without me.

People in Europe think that the Chinese wish to keep themselves apart from foreign nations, and that the Chinese ports could be opened to foreign trade only at the point of the bayonet. That is all wrong. History furnishes us with many proofs that before the arrival of the Manchus the Chinese were in close relations with the neighbouring countries and that they showed no dislike towards foreign traders and missionaries. Foreign merchants were allowed to travel freely through the Empire. During the Ming dynasty there was no anti-foreign spirit.

When the Manchus came the ancient policy of toleration changed. The country was closed to foreign commerce. The missionaries were driven out, and the Chinese Christians were massacred. Chinamen were forbidden to emigrate. Disobedience was punished with death.

Why? Simply because the Manchus wished to exclude foreigners and desired the people to hate them, for fear that the Chinese, enlightened by the foreigners, might wake up to a sense of their nationality. The anti-foreign spirit created by the Manchus came to its climax in the Boxer risings of 1900, and who were the leaders of that movement? None other than members of the reigning family. Foreigners travelling in China have often remarked that they are better received by the people than by the officials.

I will here again enumerate the principal wrongs we have suffered during the two hundred and sixty years of the Tartar rule:—

- 1.—The Manchurian-Tartars govern for the benefit of their race and not for that of their subjects.
- 2.—They oppose our intellectual and material progress.
- 3.—They treat us as a subject race and deny us the rights and privileges of equality.
- 4.—They violate our inalienable rights to life, liberty, and property.
- 5.—They promote and encourage the corruption of officialdom.
- 6.—They suppress the liberty of speech.
- 7.—They tax us heavily and unjustly without our consent.
- 8.—They practise the most barbarous tortures.
- 9.—They deprive us unjustly of our rights.
- 10.—They do not fulfil their duty of protecting the life and property of the people living under their jurisdiction.

Although we have reasons to hate the Manchus we have tried to live in peace with them, but without success. Therefore we, the Chinese people, have resolved to adopt pacific measures if possible, and

violent ones if necessary, in order to be treated with justice and to establish peace in the Far East and throughout the world. We mean to go through with what we have begun—no matter how much blood will be spilt.

A new Government, an enlightened and progressive Government, must be substituted for the old one. When that has been done, China will not only be able to free herself from her troubles, but also may be able to deliver other nations from the necessity of defending their independence and integrity. Among the Chinese there are many of high culture who, we believe, are able to undertake the task of forming a new Government. Carefully-thought-out plans have been made for a long time for transforming the old Chinese monarchy into a republic.

The masses of the people are ready to receive a new form of Government. They wish for a change of their political and social conditions, in order to escape from the deplorable conditions of life prevailing at present. The country is in a state of tension. It is like a forest of dry wood, and it needs only the slightest spark to set fire to it. The people are ready to drive the Tartars out. They will come over as soon as the revolutionary force has gained a footing in South China. The seven divisions around Peking are the entire creation of Yuan Shih Kai. Since he has been degraded the loyalty of these troops to the Peking Government is greatly diminished.

Though no arrangement has been made between them and us, we strongly believe that they will not fight for the Manchus Government, and there is another division in Manchuria which is commanded by a revolutionary general, who can be depended upon to co-operate against Peking when the time comes.

As to the navy, though hitherto no arrangement for support has been made, an understanding can be easily concluded if sufficient funds for the purpose could be provided. The naval force of China consists of only four serviceable cruisers, the largest of which is but four thousand tons, and the other three two thousand nine hundred tons. Many of the officers and sailors are revolutionists.

I say again, the whole of South China is ready for a general uprising. Besides the readiness of all the people of South China to follow the movement, the revolutionist has enrolled the best fighting elements in the provinces of Kwangtung, Kwangsi, and Hunan. These provinces have always produced the best soldiers in China.

So far it has all happened as I foretold, only the crisis has come a little more hurriedly. I expected Yuan Shih Kai would have been able to hold out longer. I was so full of this belief that when a year ago Yuan sent for me I distrusted his messenger. I thought he was playing false, but he was really in earnest. He wished to remove the ban from my life and act openly in concert with me. But I said to his messenger:—

"Go back to your master and tell him I have not laboured fifteen years and suffered so many perils to be tricked so easily. Tell his Excellency I can wait."

Then my own change.

If I had trusted Yuan's messenger the revolution would have happened sooner, and I should now be in Peking. For I can count upon millions of followers. They will follow me to the death, as they have long followed my teachings. The greatest advance the revolutionary moment has made was when we enjoyed the favour of the late Emperor before he was put under restraint by the Dowager Empress. At that time many thousands of young Chinamen obtained permission to leave China and travel about the world, studying European customs and institutions. Ninety per cent. of these became infected with revolutionary ideas. I used to meet them by scores wherever I went. They had heard of me, and were anxious to exchange ideas with me. When they went back they soon began to leave the whole of China.

Whether I am to be the titular head of all China, or to work in conjunction with another, and that other Yuan Shih Kai, is of no importance to me. I have done my work; the wave of enlightenment and progress cannot now be stayed, and China—the country in the world most fitted to be a republic, because of the industrious and docile character of the people—will, in a short time, take her place amongst the civilized and liberty-loving nations of the world.

SUN YAT SEN.

THE RECENT DISTURBANCES AT PEKING.

The Peking correspondent of the China Press in an interesting letter concerning the recent disturbances writes:—
A strange thing that the looters did was to steal telephones hung up in various shops. Why they wanted these is difficult to explain. Some think that the ignorant soldiers knew that these things were of great use to foreigners and believed therefore had some intrinsic value. There are others who hold that the soldiers knew that the instruments were some kind of what they had done. Fearing the telephones as witnesses they tore them down and either carried them away or destroyed them. There must have been some peculiar reason for stealing telephones, for nothing, it would seem, could be more utterly useless to a looting soldier than a telephone.

It was probably not more than a minute and a quarter after the first shot was fired when the telephone service went bad. It was not due to breaking wires or any effort on the part of the looters, who give no thought to details such as this, but to the frightful telephone employees who desert their posts almost at once, much to the disgust of foreigners who wanted to find out what was going on or who wanted to inform their Legations of the situation. The telephone office is supervised by a Japanese, and very soon after the row started a squad of Japanese soldiers went through Hatamen Street to the telephone office. They took complete charge and afforded ample protection. After their arrival at the telephone exchange the Chinese operators began to reappear, some from under tables, some from closets and other hiding places. By eleven o'clock—that night the system was in pretty good working-order.

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STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY,	26th March, at 1 P.M.
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SIBERIA	18,000	TUESDAY,	16th April, at 1 P.M.
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NILE	11,000	TUESDAY,	14th May, at 1 P.M.
MONGOLIA	27,000	MONDAY,	20th May, at 1 P.M.
KOREA	18,000	TUESDAY,	18th June, at 1 P.M.

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Commencing on the 30th instant, and until further notice, a Week-End Service will be arranged. The s.s. "HEUNGSHAN" will leave Hongkong at 10 p.m. on Saturday, 30th instant, for Canton, and the s.s. "HONAM" will depart from Canton at 4 p.m. on Sunday, 31st instant.

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S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
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MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 24th MARCH.

The Company's Steamship
"SUI AN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG" 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 583 tons, and S.S. "NANNING" 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers on return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
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Further particulars may be obtained at the Office of the—
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MAIL SCHEDULE
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EMPIRE	...	Sat., 6th April, Noon.

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ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 1st Apr., 4 P.M.
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For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.,** [13]
Hongkong, 20th March, 1912.

JAVA-CHINA-JAPAN LIJN

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JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
IVITAROEM	JAVA	—	JAPAN	Second half of March.
TJIBODAS	JAVA	Second half of March.	SHANGHAI	Second half of March.
TJILIWONG	JAVA	Second half of March.	JAPAN	Second half of March.
TJIPANAS	JAVA	—	JAVA	First half of April.
TJILATJAP.	JAVA	Second half of March.	SHANGHAI	First half of April.
TJIMANOEK	JAVA	First half of April.	JAPAN	First half of April.
TJIMAH	JAVA	Second half of April.	JAVA	Second half of April.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMER TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... About 20th April.
KOBE and MOI ...
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FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUETZOW," Capt. J. BORTFELDT.	20,300	About 21st March.
MANILA, ANGAUR, YAP, MAON, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	9 A.M. 23rd March.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BRENNER.	6,000	About 2nd April.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBELL.	5,000	Noon, 23rd March.

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Alcora, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Hongkong.
Astrak, 2nd class cruiser, 4,560 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kidd, Shanghai.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Kiangling.
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. J. M. Barker, Hankow.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Captain H. Lynes, Hankow.
Cambrian, 2nd class cruiser, 4,560 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Olio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Canton.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, en route to Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Shanghai.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. R. R. Ecosman, West River.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Maxwell, Hongkong.
Kent, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. Allen T. Hunt, Chungking.
Kinsh, river gunboat, 616 tons, i.h.p. 1,200, Lt. Comdr. H. Marryatt, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Hongkong.
Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 220, Lieut. Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray R.N., Yangtze.
Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lamb, Hongkong.
Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Yangtze.
Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. S. Tyndall, West River.
Rosario, depot ship for Submarines, 950 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Taka, torpedo boat destroyer, 325 tons, i.h.p. 5,000, Lt. Comdr. Beckenham, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Hon Guy Stopford, Chungking.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hankow.
Usk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. B. W. Blunt, Shanghai.
Vireo, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, Swallow.
Waterwitch, surveying ship, 620 tons, 430 i.h.p., Lieut. Comdr. R. L. Hancock, Hongkong.
Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. T. R. Chambers, Shanghai.
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.
Wildcat, gunboat 185 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiangling.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. R. Blackwood, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Hankow.

Submarines:—
No. 36, Godfrey Herbert, Lieut. Commr.
No. 37, A. A. L. Penner, Lieut. Commr.
No. 38, J. R. A. Codrington, Lt. Commr.
T.B. 035, Lt. Com. Woodward, West River.
T.B. 036, Lt. Com. Davies, West River.
T.B. 037, Lt. Com. Nicol, West River.
T.B. 038, Lt. Com. Seymour, West River.

SHIPPING

ARRIVALS.

CAPI, Italian str., 1,234, Figari, 21st March—Bombay and Singapore 14th March, General—Carlson & Co.
FAUSANG, British str., 2,251, H. S. Makins, 20th March—Port, Courbet 18th March, Conl.—Jardine, Matheson & Co.
GLENLOCHY, British str., 2,997, T. T. Jones, 21st March—Shanghai 18th March, General—Shewan, Tomes & Co.
LINAN, British str., 1,350, Williams, 20th March—Shanghai 17th March, General—Butterfield & Swire.
MUREX, British str., 2,997, Milner, 21st March—Shanghai 18th March, Ballast—Asiatic Petroleum Co.
SUNGKIANG, British str., 987, H. Mathias, 20th March—Haiphong and Hoihow 10th March, General—Butterfield & Swire.
YERIMO MARU, Japanese str., for Dalny, LUTZOW, German str., 5,000, 21st March—Singapore 17th March, General—Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
March 21st.
HAIMUN, British str., for Swatow.
SHINKEI MARU, Jap. str., for Amoy.
TJIPANAS, Dutch str., for Amoy.

DEPARTURES.

March 21st.
ANGHIN, British str., for Hoihow.
CHENAN, British str., for Shanghai.
CHICAGO MARU, Japanese str., for N'saki.
HAITAN, British str., for Swatow.
HONG WAN I, British str., for Amoy.
JASON, British str., for Singapore.
RUBI, American str., for Manila.
SAMSEN, German str., for Swatow.
SEANG BEE, British str., for Amoy.
YERDO, Swedish str., for Kobe.

PASSENGERS.

ARRIVED.
Per Linan, from Shanghai, Messrs. C. W. Stuart, Davis, James and Collegen.
DEPARTED.
Per Haitan, for Swatow, Miss A. Prawiro, for Amoy, Mrs. Crangle and Dr. Fannin.

PASSED THE CANAL.

February 27th—Atholl, Benaron, Lutzow, Matopon, Namur. March 1st—Antiochus, Gochen, Hirano Maru, Ningchow, Polynesia, Sachien, Segovia, Deike-Hickman, 8th—Flintshire, Himataya, Hiyachi Maru, Konang Si, Nyansa, Baron Innerdale, 8th—Ajaz Aragonia, Astyanax, Benlomond, C. Ford Lucette, Gangei, Palawan, Ping Sney, Sydney, 19th—Benary, Laertes, Persia, Sambia, Madura, 15th—Derfflinger, Erroll, Kleit, Tongo Maru, Ville de la Citad, Arcadia, Lovat, 19th—Erzherzog Franz Ferdinand, Glenatree, Miyasaki Maru, Moyne, Peshawur, Sopatra, Thecus, Yangtze.

ARRIVALS AT HOME.

March 19th—Ajax, Segovia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
"DEVANHA,"
Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 30th March, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all Cargo for Franco, Toot and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "MANTUA," due in London on the 10th May, 1912.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
D. A. EDWERTT,
Superintendent,
Hongkong, 19th March, 1912.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900) and other Useful Information.

PRICE: \$1. Cash.

On Sale at the "DAILY PRESS" Office, or Local Bookellers

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to the Kowloon Wharf	3. From the Kowloon Wharf to the Naval Yard	4. From the Naval Yard to East Point
DESTINATION	VESSEL'S NAME	FLAG & REG	SECTION
LONDON & ANTWERP	G. ENLOCHY	Brit. str.	1
LONDON & ANTWERP	DYANEA	Brit. str.	1
LONDON & ANTWERP	NURIA	Brit. str.	1
ROTTERDAM, HAMBURG & ANTWERP	DEN OF GLAMIS	Brit. str.	1
ROTTERDAM, HAMBURG & ANTWERP	O. J. D. ALEERS	Ger. str.	1
ROTTERDAM, HAMBURG & ANTWERP	ASCADIA	Ger. str.	1
HAVER, BREMEN & HAMBURG	SUEVIA	Ger. str.	1
HAVER, BREMEN & HAMBURG	BEIGRAVIA	Ger. str.	1
MARSEILLES, ROTTERDAM & HAMBURG	O. FRED. LAMISE	Ger. str.	1
MARSEILLES, ROTTERDAM & HAMBURG	MISHIMA MARU	Jap. str.	1
MARSEILLES, ROTTERDAM & HAMBURG	KASA MARU	Jap. str.	1
MARSEILLES, ROTTERDAM & HAMBURG	SACHSEN	Ger. str.	1
VICTORIA, B.C. & TACOMA via SHANGHAI & GENOA via BOMBAY DIRECT	TACOMA MARU	Jap. str.	1
VICTORIA, B.C. & TACOMA via SHANGHAI & GENOA via BOMBAY DIRECT	CANADA MARU	Jap. str.	1
TRIESTE, Fiume, Venice via SHANGHAI & GENOA via BOMBAY DIRECT	CAPI	Ital. str.	1
NEW YORK	AUSTRIA	Aust. str.	1
BOSTON & NEW YORK	BOHEMIA	Aust. str.	1
BOSTON & NEW YORK	INDUSALMA	Aust. str.	1
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	BURMESE PRINCE	Am. str.	1
VANCOUVER via SHANGHAI, JAPAN, &c.	KALOMO	Am. str.	1
VANCOUVER via SHANGHAI, JAPAN, &c.	HERCULES	Brit. str.	1
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINTO MARU	Jap. str.	1
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSEA	Am. str.	1
AUSTRALIAN PORTS via MANILA	KORBA	Am. str.	1
AUSTRALIAN PORTS via MANILA	EMPIRE	Am. str.	1
AUSTRALIAN PORTS via MANILA	KANAKO MARU	Jap. str.	1
YOKOHAMA & KOBE via SHANGHAI	PEINZ SCHOENMUND	Ger. str.	1
YOKOHAMA & KOBE via SHANGHAI	CHINA	Aust. str.	1
KOBE & YOKOHAMA	MUTTRA	Brit. str.	1
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	1
NAGASAKI, KOBE & YOKOHAMA	PRINZ WALDEMAR	Jap. str.	1
MEXICAN, PERUVIAN & CHILEAN via JAPAN	YAMATA MARU	Jap. str.	1
TIENSIN via TSINGTAU	BUYO MARU	Jap. str.	1
WEIHAUWEE CHEFOO & TIENSIN	CHUPHONG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HUOHONG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LUKCHOW	Ger. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHUENYANG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LEIAN	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JAPAN	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JINSEN MARU	Jap. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAMUR	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOSA MARU	Jap. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHINHUA	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DELIA	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAMUR	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ARHUI	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	Ger. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KORBER	Aust. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PEIKING	Swed. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	THEODAS	Dut. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHINCHIKU MARU	Jap. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YERIMO MARU	Jap. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KAIJO MARU	Jap. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAIGO MARU	Jap. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAIMUN	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAICHONG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TEAN	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RYGIA	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZAPRO	Am. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RUBI	Am. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TJIPANAS	Dut. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COLOMBO MARU	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ABRATON APCAR	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FAZILKA	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FOONGANG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BORNEO	Ger. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SUNGKIANG	Brit. str.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SI-KIANG	Fren. str.	1

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
* TIENSIN via TSINGTAU Saturday, 23rd Mar., Noon.
* MANILA Saturday, 23rd Mar., 2 p.m.
* SHANGHAI Sunday, 24th Mar., D'light.
* SHANGHAI, KOBE & MOJI Friday, 29th Mar., Noon.
* MANILA Saturday, 30th Mar., 2 p.m.
* SINGAPORE, PENANG & CALCUTTA Monday, 1st April, Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).
The Steamers "KUSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
HONGKONG, 20th March, 1912
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS. [15]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND BANGCOON.

EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain J. R. O'Sullivan, due at Hongkong from BANGCOON on 2nd April, will be despatched for KOBE the same day, at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "FULLATA," 4,152 tons, Capt. H. Chidley.

WESTWARD.

The S.S. "FAZILKA" will leave HONGKONG for SINGAPORE, PENANG and BANGCOON on the 23rd March, 1912, at 4 p.m., followed by the S.S. "WARDHA" on 10th April, taking Cargo and Passengers at Current Rates.
The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215.
Hongkong, 16th March, 1912 [297]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE
LONDON & ANTWERP "DEN OF GLAMIS" ... On 2nd April.
LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" ... On 10th May.
Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.
Does not take Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 22nd March, 1912 [59]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY
PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"MONTEAGLE" Sat., 23rd Mar.	"EMPEROR OF IRELAND" Fri., 19th Apr.
"EMPEROR OF INDIA" Sat., 20th Apr.	"EMPEROR OF IRELAND" Fri., 17th May.
"EMPEROR OF JAPAN" Sat., 11th May.	"ALLEN LINE" Fri., 7th June.
"MONTEAGLE" Sat., 1st June.	"EMPEROR OF BRITAIN" Fri., 28th June.

Steamships leave HONGKONG at 7 A.M.
THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate or Steamship 243

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" or vice Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China.
Cornwall Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.
GRAVING DOCK 78' x 35' x 34' 6" Pumps empty Dock in 2 1/2 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.
MANAGERS AND AGENTS.
BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & CO LIMITED).

THE Steamship

"GLENLOCHY"
Captain F. T. Jones, will be despatched for LONDON and ANTWERP TODAY, the 22nd March.
For freight and passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th March, 1912. [310]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"BURMESE PRINCE"
Capt. Macdonald, will be despatched for the above Ports TO-DAY, the 22nd March.
For Freight or Passage apply to
ARNHOLD, KARBURG & Co.,
General Agents.
Hongkong, 4th March, 1912. [350]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR GENOA VIA BOMBAY DIRECT

(Taking Cargo at through rates to Port Said, Messina, Naples and Leghorn, also Venice and Trieste, all Mediterranean, Adriatic, Aegean, and South American Ports up to Callao.)

THE Steamship

"CAPRI"
Captain Figari, will be despatched as above TO-MORROW, the 23rd inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 9th March, 1912. [4]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"ARKATON APCAR,"
Captain G. F. Hudson, will be despatched for the above Ports TO-MORROW, the 23rd inst., at 1 p.m.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 19th March, 1912. [474]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"
Captain A. Stewart, will be despatched for the above Ports on MONDAY, the 25th inst., at 1 p.m.
The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.
RETURN TOURS TO JAPAN (Occupying 22 Days).
The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 20th March, 1912. [432]

"INDRA" LINE, LIMITED.

FOR NEW YORK.
(With liberty to proceed via the Cape of Good Hope.)

THE Steamship

"INDRASAMHA,"
Capt. N. P. Pihler, will be despatched as above on or about the 2nd April.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 8th March, 1912. [409]

THE AMERICAN AND MANCHURIAN LINE.

FOR BOSTON AND NEW YORK.
(With liberty to proceed via the Cape of Good Hope.)

THE Steamship

"KALOMO,"
Captain Keadley, will be despatched for the above Ports on THURSDAY, the 11th April.
For Freight, etc., apply to
THE BANK LINE, Ltd.,
General Agents.
Hongkong, 11th March, 1912. [405]

GRAETZIN metal filament Lamp

ONE Price for 16, 25, 32 and 50 c.p. **\$0.85**

REBATES FOR RETAILERS AND HOTELS!
70% Saving in Current 70%

Obtainable from Stock of the General Agent for Hongkong and China:
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 22nd March, 1912.

HATS

of all shapes, sizes and colours have been recently supplied to the local market to a great amount by

BERLIN-GUBENER HUTFABRIK A.-G.
GUBEN III. (Germany).

Daily production: **26,000 HATS!**
Workmen employed: **3,500!**

General Agent for Hongkong and China:
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 22nd March, 1912.

Hoehl Extra Dry
goût américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 22nd March, 1912.

POST OFFICE NOTICE

The Parcel Post system to the following places in China is for the present suspended: Hupeh, Hunan and Tientsin.

The *Luzon*, with the German Mail, left Singapore on Sunday, the 17th inst., at 8 a.m., and may be expected here to-day.

The *Korea*, with the American Mail, left Manila on Wednesday, the 20th inst., and is due to arrive here to-day.

The *Chinkwa*, with the Siberian Mail, is due to arrive here on Sunday, the 24th inst.

FOR	PER	DATE
Amoy ...	Tientsin ...	Friday, 22nd, 8.00 A.M.
Swatow ...	Haiman ...	Friday, 22nd, 10.00 A.M.
Dalry ...	Yerimo Maru ...	Friday, 22nd, NOON
Macao ...	Sui Tai ...	Friday, 22nd, 1.15 P.M.
Shanghai ...	Kwai Lin ...	Friday, 22nd, 3.00 P.M.

SHANGHAI, MOJI, NAGASAKI, KOBE, YOKO-
HAMA, VICTORIA AND VANCOUVER (B.C.)
SIBERIAN MAIL TO EUROPE

FOR	PER	DATE
Manila, Cebu, Iloilo, Angaur, Yap, Maron, Friedrich, Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Samarai, Hiri- bana, Sydney, Hobart, Lunenburg, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle ...	Shinshiku Maru ...	Saturday, 23rd, 9.00 A.M.
Takao ...	Borneo ...	Saturday, 23rd, 11.00 A.M.
Kndat and Sandakan ...	Capers ...	Saturday, 23rd, 11.00 A.M.
Singapore and Bombay ...	Chipsing ...	Saturday, 23rd, NOON
Tientsin and Tientsin ...	Aratons Apes ...	Saturday, 23rd, 1.00 P.M.
Singapore, Penang, and Calcutta ...	Yuenang ...	Saturday, 23rd, 1.15 P.M.
Manila, Cebu and Iloilo ...	Sui Tai ...	Saturday, 23rd, 3.00 P.M.
Macao ...	Tibodas ...	Saturday, 23rd, 3.00 P.M.
Amoy and Shanghai ...	Hadosan Maru ...	Saturday, 23rd, 5.00 P.M.
Kobe and Yokohama ...	Choyang ...	Saturday, 23rd, 5.00 P.M.
Shanghai ...	Sungkiang ...	Saturday, 23rd, 5.00 P.M.

SHANGHAI, MOJI, NAGASAKI, KOBE, YOKO-
HAMA, VICTORIA AND VANCOUVER (B.C.)
SIBERIAN MAIL TO EUROPE

FOR	PER	DATE
Swatow, Amoy and Tamsui ...	Linan ...	Saturday, 23rd, 5.00 P.M.
Swatow, Amoy and Focchow ...	Letters ...	Saturday, 23rd, 6.00 P.M.
Macao ...	Daigi Maru ...	Sunday, 24th, 9.00 A.M.
Shanghai, Kobe and Moji ...	Haiyang ...	Sunday, 24th, 9.00 A.M.
Samarang, Sourabaya and Macassar ...	Sui Tai ...	Monday, 25th, 1.15 P.M.
Shanghai, Moji, Kobe and Yokohama ...	Japan ...	Monday, 25th, 3.00 P.M.
SHANGHAI, MOJI, NAGASAKI, KOBE, YOKO- HAMA, VICTORIA, B.C., and SEATTLE, (WASH.) ...	Loongmoon ...	Monday, 25th, 3.00 P.M.
Swatow ...	Namur ...	Monday, 25th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKO-
HAMA, VICTORIA AND SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

COMMERCIAL
CLOSING QUOTATIONS.
March 21st.

ON LONDON—
Telegraphic Transfer 111 1/2
Bank Bills, on demand 111 1/2
Bank Bills, at 30 days sight 111 1/2
Bank Bills, at 4 months sight 111 1/2
Credits, at 4 months sight 111 1/2
Documentary Bills 4 months sight 111 1/2

ON PARIS—
Bank Bills, on demand 244
Credits, at 4 months sight 244 1/2

ON GERMANY—
On demand 198

ON NEW YORK—
Bank Bills, on demand 47
Credits, at 60 days sight 48

ON BOMBAY—
Telegraphic Transfer 143 1/2
Bank, on demand 143 1/2

ON CALCUTTA—
Telegraphic Transfer 143 1/2
Bank, on demand 143 1/2

ON SHANGHAI—
Bank, at sight 72
Private, 30 days sight 72 1/2

ON YOKOHAMA—
On demand 94

ON MANILA—
On demand—Pesos 82 1/2

ON SINGAPORE—
On demand 116

ON BATAVIA—
On demand 116

ON HAIPHONG—
On demand 80 1/2

ON SINGAPORE—
On demand 80 1/2

SOVEREIGNS, Bank's Buying Rate \$10.30
GOLD LEAF, 100 fine, per tola \$55.90
BAR SILVER, per oz. 26 1/2

SUBSIDIARY COINS.
Chinese 20 cents pieces \$7.55 discount.
Chinese 20 " \$7.70 "
Hongkong 20 " \$7.42 "
Hongkong 10 " \$7.50 "

MAILS VIA SIBERIA.
London Due Shanghai
February 28th. March 15th.
March 2nd. March 19th.

THE CIGARETTES OF DISTINCTION
Bouton Rouge
and **Felucca**

A LUXURY TO THE MAN OF TASTE
IN 50's & 100's
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80
PER 100
FROM ALL TOBACCONISTS.

MASPERO FRERES
FABRIQUE DE CIGARETTES EGYPTIENNES
CAIRE EGYPT

FELUCCA
FABRIQUE DE CIGARETTES EGYPTIENNES
CAIRE EGYPT

SHARE LIST.—QUOTATIONS. HONGKONG, MARCH 21ST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$850, sales
China Borneo Company, Limited	60,000	\$12	all	\$49, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.20
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$1	all	\$7 1/2
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$20 1/2, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & S. Co., Ltd.	60,000	\$50	all	\$57, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$43, buyers
New Amoy Dock Co., Limited	10,000	\$64	all	\$7
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 56
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	all	\$21 1/2, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$104 1/2
Hongkong Hotel Company, Limited	12,000	\$50	all	\$67 1/2, buyers
Manila Motopole Hotel Limited	15,000	Pa. 10	all	\$8
Hongkong Ice Company, Limited	50,000	\$25	all	\$195
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17 1/2, \$17 1/4, sal.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$3, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$194
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$105, buyers
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$25	\$5	\$332
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 150
Union Insurance Society, Limited	12,400	\$250	\$100	\$860
Yongtong Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land and Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54, sellers
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 73, sales
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	38 1/2
Troch Mines, Limited	100,000	\$1	all	72 1/2, buyers
Heaswood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	5/3
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4.30, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2, sales
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$107, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$32
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$12, sal. & sel.
Douglas Steamship Co., Limited	20,000	\$25	all	\$21, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$20 1/2
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$63 1/2, L'don.
Shell Transport & Trading Co., Limited	250,000	\$1	all	\$5 1/2, x rights
Star Ferry Company, Limited	10,000	\$10	all	\$27 1/2, buyers
South China Morning Post, Limited	10,000	\$10	all	\$17 1/2
Steam Laundry Company, Limited	20,000	\$5	all	\$5
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25, buyers
Wm. Powell, Limited	15,000	\$7	all	\$5, sales
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$15, buyers
Weissmann, Limited	5,000	\$10	all	\$12, buyers
Gande Price & Co., Ltd.	13,200	\$50	all	\$37
Societe des Eclaire et Papeteries du Tonkin	15,000	\$10	all	\$10
Hongkong Steel Foundry Co., Ltd.	9,900 ordy.	\$10	all	\$100
United Asbestos Oriental Agency, Limited	100 shares	\$10	all	\$7 1/2, sales
Union Waterboat Co., Limited	50,000	\$10	all	\$10

ROBBERS.
Daily Wire
Para Rubber in London 5 1/2 per lb. quiet

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par

TO-DAY
11 A.M.—Twenty-First Half-Yearly Drawing of Sixty-Five Debentures of Hongkong Club.

TO-NIGHT
9 P.M.—"The Gondoliers" by The Hongkong Amateur Dramatic Club, at the Theatre Royal.
9.15 P.M.—Hughes Comedy Co., at the Victoria Theatre—"Two Men from Japan."

FORTHCOMING EVENTS.
Monday, 26th March—Thirty-Fourth Ordinary Annual Meeting of China Sugar Refining Co., Ltd. Noon.
Monday, 26th March—Thirtieth Ordinary Annual Meeting of Luzon Sugar Refining Co., Ltd. 11.30 A.M.
Monday, 26th March—Auction of Crown Land at Kennedy Road, by Public Works Dept. 3 P.M.
Thursday, 28th March—Annual General Meeting of The Royal Hongkong Golf Club in the Club House, 5.30 P.M.
Thursday, 28th March—Fifth Ordinary General Meeting of The Phoenix Club, Ltd., 6 P.M.

OPIUM
March 20th
Quotations are:—
Malwa New \$3,465 3/490 per picul.
Malwa Old \$3,500 0/325 "
Malwa Old \$3,535 3/550 "
Malwa Y. Old \$3,560 3/600 "
Persian fine quality \$1,800 "
Persian extra fine \$3,000 "
Patna New \$4,200 "
Patna Old \$4,075 "
Benares New \$4,175 "
Benares Old \$4,075 "

TELEGRAM
RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL WARRANT awarded our Company for Milk."

MILKMAID
CONDENSED MILK.
STERILIZED NATURAL MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

THREE FAMOUS GINS.
ENGLISH GINS.
D.C.L. Old Tom. } Best London Gins
D.C.L. Dry. } Obtainable.

HOLLAND'S.
Schiedam Aromatic Schnapps,
The Foremost and Original Schnapps.

GENEVA BOL'S.
The Most Popular and Palatable Geneva.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL, HONGKONG.
Telephone No. 135.

TOASTING BY ELECTRICITY.

Toast can be made by our Electric Toaster quicker, cleaner and cheaper than by any other method.

TOAST IN ONE MINUTE. After switching on for about 2 minutes to allow the toaster to warm up toast can be made in about 1 minute, the toast is crisp-hot and brown, free from all black marks and without that unpleasant taste of fumes, inseparable from the use of coal or gas fires.

LOW COST.—the current consumption for one meal is infinitesimal, used for one hour continually the consumption is only half a unit.

We carry large stocks of other Heating and Cooking specialties such as—Kettles, Saucepans, Hot Plates—Iron, Glue Pots—Soldering Irons—Shaving Pots, etc., etc. A visit to our showroom is requested.

WILLIAM C. JACK & CO., LTD.
ELECTRICAL AND MECHANICAL ENGINEERS,
14, Des Vaux Road Central, Hongkong.

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